



SHORELINE CITY COUNCIL

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WSDOT Regional Headquarters Remodel Project

Frequently Asked Questions

www.shorelinewa.gov/wsdotproject

Updated 1/22/2020

- 1. What is happening at the WSDOT Regional Headquarters Building (15700 Dayton Ave N)?**
 - a. WSDOT is proposing a complete remodel of their existing regional headquarters (RHQ) building, making room for the Washington State Department of Ecology (DOE) to move offices into the building. In addition to the remodel, they are also proposing construction of an annex/garage, which will primarily be used to store DOE fleet vehicles. They will also be re-striping and re-landscaping some of the parking areas on site.
- 2. Does this remodel project trigger frontage improvements?**
 - a. Yes, a remodel construction project of this size requires that the street frontages along the property be improved. This means that WSDOT is required to install/repave travel lanes, curbs, sidewalks, etc. that front their property.
- 3. Why are frontage improvements required for this project?**
 - a. Under the Shoreline Municipal Code (SMC) Chapter 20.70.320, frontage improvements are triggered in a number of instances. For this project, the requirements are triggered by the project valuation (or how much WSDOT is paying for the remodel) exceeding 50% of the current value of the existing structures on property.
- 4. What are the standard required frontage improvements?**
 - a. Along Dayton Ave N, the following improvements are required:
 - Street pavement widening for on-street parking and bus stops;
 - New curbs/gutters;
 - 5-foot-wide amenity zone (typically a landscaping strip containing various utilities, mailboxes, etc.); and
 - 8-foot-wide sidewalk.



- b. Along N 155th St, the following improvements are required:
 - Street pavement widening for vehicular travel;
 - New curbs/gutters;
 - 5-foot-wide amenity zone; and
 - 8-foot-wide sidewalk
 - c. Along N 160th St, the following improvements are required:
 - New curbs/gutters;
 - 5-foot-wide amenity zone; and
 - 8-foot-wide sidewalk.
- 5. How does the City determine what improvements are required?**
- a. These are set by the City's Engineering Development Manual (EDM) and are based on the long-term needs of the City's transportation infrastructure.
- 6. Why are trees going to be removed along the street frontages?**
- a. Some of the soil along the street frontage may need to be moved around to flatten the ground for the frontage improvements. This, along with the installation of new pavement/sidewalks, may impact some trees.
- 7. Which/how many trees need to be removed?**
- a. Based on a rough count on the initial plans provided to the City by WSDOT, there are approximately 378 existing trees along Dayton Ave N. Currently, 130 of these trees are shown on the plans as slated for removal.
- 8. Can some of these trees be saved?**
- a. It is very likely that the removal of 130+ trees to accommodate the required frontage improvements is the worst-case scenario. The City is exploring options with WSDOT to reduce the number of trees that were initially shown for removal. Part of this includes analysis by qualified arborists to see which improvements would impact the fewest trees.
- 9. How is the City working with WSDOT to save more trees?**
- a. The City has asked WSDOT to provide an arborist report (prepared by a qualified arborist) to study the potential impacts to trees in three alternative options to frontage improvements along Dayton. **All three options exclude the new parking lane.** The possible configurations are (starting from the curb of Dayton):

- 5-foot amenity zone and 8-foot sidewalk;
 - 8-foot sidewalk directly abutting the curb; or
 - 5-foot amenity zone and a sidewalk that varies between 6 and 8 feet in width, narrowing around critical root zones. Permeable pavement may be used to allow water to flow through to the soil underneath.
- b. WSDOT sent an arborist report to the City on January 17, 2020, but many of the assumptions of the frontage improvement scenarios described above were not in line with the City's intent. A revised arborist report will be forthcoming with a more accurate depiction of the improvements and possible tree impacts.
 - c. There are also steep slopes located along the Dayton Ave N street frontage. These slopes are tall/steep enough to qualify as Very High-Risk Landslide Hazard Areas. To remove trees from these areas, a qualified geotechnical engineer needs to ensure that tree removal will not destabilize these slopes. This may also act to save a few more trees that would otherwise be removed.
 - d. Additionally, there are requirements for replacement trees both on-site and in the right-of-way. Depending on the size of the trees to be removed, they will need to be replaced with 1 to 3 smaller trees (1.5-inch caliper if planting deciduous trees, and at least 6 feet tall if planting conifers). If the number of required replacement trees cannot fit within the right-of-way, WSDOT will need to pay a fee-in-lieu for each required tree that will not be planted.

10. Who has the final say on changes to the required frontage improvements?

- a. The City Engineer is the official responsible for approving/denying changes to the required frontage improvements.

11. Is there a way to provide input to the City on this project?

- a. Yes. The City issued a Notice of Application on this project on December 9, 2019, with a public comment period ending December 27, 2019. However, the City will still accept comments on the project after the close of the comment period. The initial deadline was for comments to be sent to WSDOT.
- b. If you wish to provide comments, you may send an email to the project manager, Caleb Miller, at cmiller@shorelinewa.gov. You can also send written comments via standard mail to:

City of Shoreline
Attn: Caleb Miller
17500 Midvale Ave N
Shoreline, WA 98133

- c. Anyone who submits a comment to the City will be added as Party of Record and will be notified once a decision is made on the permits.
- d. There will not be a public meeting for this project. Any input should be submitted in writing using the options above.

12. When is construction expected to begin?

- a. Some of the interior work has already been permitted as part of a first phase of permit review. The second phase, which will include all of the site and right-of-way work, is still under review. The exact timing of construction will depend on how quickly WSDOT responds to City requests for corrections to their plans. It may be several more months before the permits are issued.

13. What are the City file numbers/permit numbers for this project?

- a. There are multiple permits involved with this project. They are as follows:
 - Remodel of existing building: COM19-2211 (Phase 1) and COM19-2367 (Phase 2)
 - New storage facility for DOE vehicles: COM19-2368
 - Site development (on-site tree removal, landscaping, parking, drainage, etc.): DEV19-2366
 - Frontage improvements and right-of-way tree removal: ROW19-2371